

# SUGAR and PLANTATIONS

## PRACTICALLY ALL HAWAIIAN SUGAR WILL BE REFINED IN PACIFIC COAST REFINERIES

### Report Says Only Minimum That Cannot Be Handled Is To Go East Because of Lack of Ships and Congested Railways

Nearly all of the sugar produced in the Islands is to be refined on the Pacific Coast and only a small amount will go to the Eastern refineries, is the report which was heard yesterday. While it seemed to be authentic A. M. Nowell, secretary and manager of the Sugar Factors Company, has nothing to say on the subject at the present time. "I can give out nothing on the subject," he said.

Other sources said the matter of Eastern shipments had been receiving much consideration and that the Sugar Factors Company and the Pacific Coast sugar commission had been working and negotiating on the matter with the result that only such sugar as the Pacific Coast refineries cannot possibly handle, worked to full capacity, will go to the Eastern refineries. It is known that not all of the Hawaiian sugar could be handled on the Coast with the present facilities but the purpose appears to be to reduce to a minimum shipments to the Atlantic Coast.

Transportation to the Atlantic Coast has been a subject much shadowed with doubt since before the beginning of the present crop began. First it was said it would go to the Coast and thence East by rail. This meant a large increase in freight costs. Next it was reported that most of it would go through the canal in the new ships built on the Pacific Coast but this plan was abandoned, which would be materially cheaper than rail transportation. The new steamers went through direct after only a very few had made the trip here. Again the local growers faced the higher freight rate and this was further increased by a granting of leave to add fifteen percent to the old railroad freight rate.

About the time that the question was left up in the air by the decision to send new ships through the canal direct instead of having them bring coal and other supplies here and then load with sugar, there was an article published in mainland papers and reprinted here to the effect that McAdoo had arranged for freight transportation for sugar from Hawaii and wool from Australia. Now, apparently those plans, if he ever had them, have fallen down. Matter of Transportation.

Thus the situation which has confronted Hawaii has been an absence of any shipping to carry raw sugar to the Atlantic Coast refineries on the one hand and a freight congestion with rail transportation of the Hawaiian raw product from the Pacific to the Atlantic slow and uncertain as well as very costly. Something must be done and it is reported the Sugar Factors Company is seeking relief through whether the suggestion of practically doing away with Eastern shipments of raw sugar from the Sugar Factors or from the mainland has not been told.

One thing seems certain and that is that the Eastern refiners will not like the proposed arrangement. They have been clamoring for more sugar to meet their engagements. They had contracts for the Hawaii output about as they usually have received it, but they could not get it. When the shortage in the East was acute and the sugar committee of the Food administration had only recently been appointed the committee was freely charged by the Eastern refiners with discrimination against them and in favor of the Western refiners.

May Effect Saving. On the face of the proposed arrangement it would appear to effect a large savings in freight for the Island producers, even going by water to the East, there was a difference of more than \$10 a ton. If the planters receive the same price they are now receiving and all of the output could be handled by the Pacific Coast refineries there would be a saving of between a million and a half and two millions of dollars over the shipment of sugar to the East if it went by water and more than twice that amount by steamer to the Coast and thence by rail.

Right there comes the "if." How about distribution of the refined product? About three and a half million pounds of sugar would ordinarily go to the Eastern refineries and be distributed by them to Eastern points. The supply must reach the East and if it does not go as raw sugar it will have to go as refined. Will the producers of the raw be asked to bear the cost of that transportation? In other words, will they receive a lower price at the Pacific Coast refineries because a part of the refined will have to be shipped to Eastern points? This seems quite likely.

What the refiners can do by spending up has not been announced but it seems reasonably sure the arrangements will mean that the refining will have to proceed along into next year's crop. This will mean a delay to the companies in the receiving of returns, a consequent upset in calculations which will quite likely have its effect upon dividends.

It is true that there is no shipping available to take sugar East and that the available shipping is not sufficient to take the Crockett and Western sugar to the refineries as fast as it is ground at the mills so in that way the aspect is little altered while conditions remain as they now are. If anything they are bettered for the sugar that reaches the Pacific Coast is now being handled there, and under the new plan would not be handled at once moving a delay of days in return, probably weeks, owing to congestion, over attempts to get the raw delivered on the Atlantic Coast. And even if the planters are asked to bear part of the expense of distribution they are likely to still be as well off as before off some if they had to pay steamer freight to the Pacific Coast and then rail freights to the Atlantic on the raw product.

It is probable the loudest protest, if there shall be any protest, will come from the Eastern refiners but the sugar committee is first and foremost interested in getting the refined sugar to the consumer.

There are indications in the plan, however, that the hope of getting more shipping to move the Hawaiian crop must be abandoned for the time being at least and the Islands must expect to see sugar continue to pile up as is now the case.

## COMPANY HAS SUGAR BUT CANNOT SHIP

### With Six Thousand Tons On Hand San Carlos Decides On Safe and Sane Policy

Owing to shipping conditions, or rather owing to the lack of shipping conditions, for sugar between the Philippines and the United States, the directors of the San Carlos Milling Company have determined to discontinue the payment of regular monthly dividends of one percent. This action is taken for no other reason than because of the uncertainty of shipments and the resulting uncertainty as to dates or returns. It is a policy of safe and sane management of the affairs of the company which, reports show, are in excellent conditions. The one fly in the ointment is inability to move the output of the mill, a condition like the one which exists here but which is more aggravated.

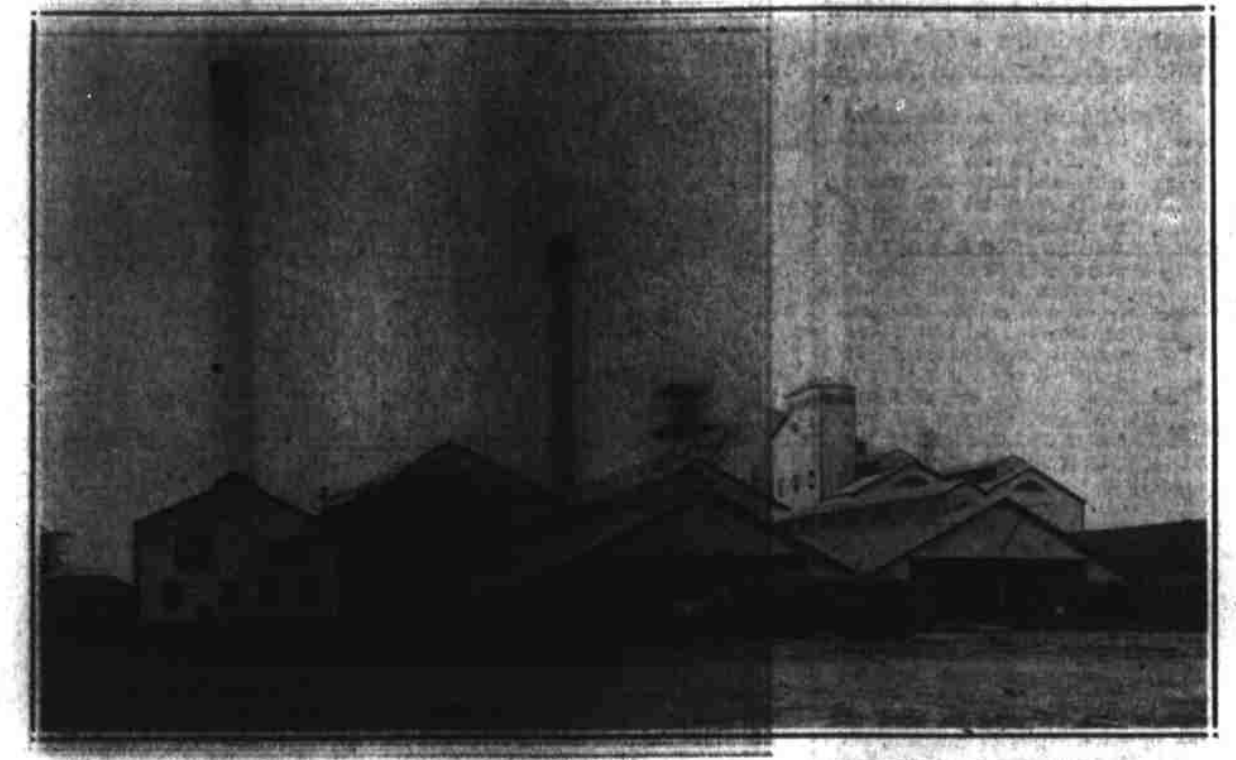
San Carlos Milling Company has on hand awaiting shipment 6000 tons of raw sugar but it can get no vessels to send new ships through the canal direct instead of having them bring coal and other supplies here and then load with sugar, there was an article published in mainland papers and reprinted here to the effect that McAdoo had arranged for freight transportation for sugar from Hawaii and wool from Australia. Now, apparently those plans, if he ever had them, have fallen down. Matter of Transportation.

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M.L.L. of the Oahu Sugar Company at Waipahu. This company may be expected to be the second largest producer of sugar in the Islands this year and for several years to come. Its mill is one of the most complete and modern that can be found in the Islands, the new machinery having been installed before this season's grinding commenced. It is working perfectly.



## Plantation Workers Will Help Swell War Savings Stamp Sales

Plantation laborers may be expected to play a big part in the taking of Hawaii's quota of War Savings and Thrift Stamps. Hardly has the Liberty Bond Drive closed before the war savings committee has started its campaign, or rather revived it, for it was allowed to rest during the Bond Drive.

There is a plantation committee connected with the war savings committee and it is headed by John Guild as chairman. That committee has issued a circular letter which has been sent to every plantation manager, and every store keeper on the plantations of the Islands.

In part this letter dated April 29, says: "The people of Hawaii have recently responded nobly to the latest call on them to purchase Liberty Bonds, War Savings and Thrift Stamps, and now that the campaign for sale of the third issue of Liberty Bonds has been finished, the committee that is handling the sale of War Savings and Thrift Stamps are in the nature of a loan to the government and they are also a splendid investment for the individual. They were devised not only for the purpose of providing the government with money to carry on the war, but also for the purpose of filling a long-felt need for a small, safe investment with a good interest return; and they teach the people of our country the principles of thrift in a convenient way."

Posters and advertising matter, explaining the nature of these stamps, have already been forwarded to you. If additional supplies are desired, kindly notify your Honolulu agents, through whom your supply of Stamps can also be ordered. "Some of the plantation managers have already put into effect a campaign among their employees of a more or less comprehensive nature and it is hoped by the committee that these efforts will be continued and extended so as to arouse as much enthusiasm and interest as possible. To those looking for suggestions or advice as to methods for conducting a campaign among the people on the plantations, the committee desires to be of as much assistance as possible. From reports received, the following methods have been adopted by different plantations throughout the Territory, and the committee is glad to pass them along as constructive suggestions for those who have not yet adopted any particular plan."

Then follows several suggestions as to methods to be employed, those that plantation managers have already found successful. In closing the letter says: "The committee appreciates greatly the fine work that has been done on the different plantations by managers, storekeepers and others in pushing the sale of War Savings and Thrift Stamps and desires to assist them by having these speakers visit the different Islands and talk to the laborers in their own language, showing them what the purchase of these stamps means to the government in the carrying on of the war and what it means to the laborers themselves as an investment."

"We have the balance of the year before us, but we must all do everything in our power to speed up the work so that when the campaign comes to an end and the figures are published, it will be shown that once more Hawaii has done her full share."

"In conclusion, the committee invites any suggestions that can be offered and will gladly give all assistance in its power to anyone interested if they will communicate with the executive secretary, Mr. P. F. Lee, care of Henry Waterhouse Trust Co."

"JOHN GUILD, Chairman, Sub-Committee for Plantations, Territory of Hawaii."

## Rumored Manoa To Bring Draftees Here From Big Island

But Castle & Cooke Announce Sailing of Vessel For San Francisco On Sunday, After Return Today From Rescue Mission

Even though Castle & Cooke, the Matsuo Navigation Company agents, announced yesterday that the steamer Manoa would sail for San Francisco at ten o'clock Sunday morning, there are several reports current in Honolulu that this vessel is to be immediately diverted to government use. The Manoa is expected to reach Honolulu this morning with the disabled steamer, for which she was dispatched a week ago yesterday afternoon. Since picking up on last Sunday, the big steamer, which lost her propeller about 900 miles from Honolulu, the Manoa has had an uneventful return voyage towards this port, so far as is known from her manager wireless reports.

To Move Drafted Men. On account of the size of the disabled steamer which she is towing, the Manoa has been making little more than 200 miles every twenty-four hours, but this is about what was expected by the local shipping men. Rumors of the withdrawal of the steamer Manoa, for government use, are nearly all connected with reports of the calling of the Hawaii draft, or the ordering of the Hawaii militia into service or training. However, one report is that the steamer is to be used for transporting troops to the mainland.

May Go To Hilo Sunday. The most insistent rumor is that the Matsuo vessel instead of departing for the Coast Sunday will go to Hilo to get the men called into the military service from the Big Island. Shipping men say, though, that the movement of the drafted men from Hawaii to the mainland will be attended to by the larger inter-island vessels, like the Mauna Kea and the Kilanea.

If any of these reports is true it is information which has not as yet reached C. P. Morse, the Honolulu representative of the United States Shipping Board. Nor is this information apparently known to Castle & Cooke, who are making all arrangements for getting the steamer loaded and dispatched to San Francisco on Sunday, all dependent, of course, on her reaching port this morning, as is anticipated.

So far as the Matsuo steamship agency knows, the only members of the United States military forces who will depart for the Coast on Sunday are some officers, for whom accommodations have been reserved on the Mauna Kea.

## STEEL WHEEL MAY REPLACE OLD TYPE

### Plantation Heads Said To Like Invention and To Be Ready To Place Orders

Steel wheels to replace the iron wheels on plantation cars is not only a possibility but an early probability. Already a number of plantation heads have looked into the matter, it is said, and consider the change practicable and desirable. This type of wheel has been presented to their attention by J. W. Benham, president of the Standard Steel Wheel Company, now in the Islands to establish a branch here. In The Advertiser's automobile section of last Sunday there was an article on the use and adaptability of this type of wheels for automobiles. It is equally adaptable for other types of transportation vehicles including plantation cars, it is claimed.

The construction of this wheel is simple. It consists of a single corrugated pressed steel disc, a hub with lugs to fit the corrugations. For cars it is surrounded by a band to fit the rail. For automobiles instead of the band there is a rim. It is of pressed steel and some idea of its compression can be found from the fact that a center hole of nine inches is reduced to four inches under the pressure. For this wheel it is claimed that it costs only half of what the old type of iron wheel costs and wears better, is practically indestructible and makes a flat wheel impossible. It is hence a saving in original cost, upkeep and replacement.

Mr. Benham says that thus far he has not sought to place any orders for the wheel with plantations but has merely called its possibilities to attention. At present the factory is on the Atlantic coast and he has awaited the establishment of the proposed plant at Stockton before going after actual business here. This wheel has been recommended to the government as an automobile wheel by several experts among whom was Colonel Anweg, recollected here for the work which he did at Pearl Harbor. Thus far the company has had no trouble in securing all necessary steel. It expects the government will adopt the wheel as a standard for war transportation vehicles because it can be fairly ridden by bullets and yet not be weakened. If it is so adopted the company will certainly be assured of the steel which it requires.

Mr. Benham says orders have been offered him by plantation companies but pending the completion of the new plant he has declined to accept them.

## JAPANESE IS KILLED WHEN BANK CAVES IN

A Japanese laborer, whose identity the police could not learn, was killed in a landslide yesterday afternoon at Makiki Heights, when a section of bank gave way and buried him for a period of more than three hours. In company with another Japanese, the man who was killed, was loading a dory under an overhanging bank of black sand. Without any warning, the bank gave away and buried one of the workers and the other escaped.

## NEARLY THIRD OF CROP HAS MOVED

### In Spite of Proportion of Shipments Large Stores Are Now Waiting Space

Sugar shipments in April progressed better than had been expected but did not move fast enough to prevent a further accumulation of stocks that are awaiting shipment. In the month there moved away approximately 38,000 tons, the shipments to the first of the present month amounting 178,538 tons of which 145,546 was shipped by the Sugar Factors and 32,992 by outside shippers.

To the same period last year shipments were 196,142 tons so that on the "face of returns" the situation does not look bad with a shorter crop than last year. Then about a third of the crop had been shipped and this year again about a third of the crop has already been moved. Then as now shipments had not moved forward as fast as hoped and there were considerable stocks in storage. But there the similarity ends for then there were hopes held out by the shipping situation which were later pretty well realized. Now there is little hope of improvement in the near future for the shipping situation.

Last week, before the Manoa went out to bring in a disabled steamer a conference was held by shipping men on the subject of the sending of the Manoa and on other subjects connected with shipping. Among these was the amount of sugar on hand awaiting shipment. They conservatively estimated the amount then on hand as 60,000 tons. It is believed that this now amounts to about 70,000 tons. If such is the case it means that about 250,000 tons of the present crop has been ground and shipped or is in storage awaiting shipment.

Estimates of stocks on hand have been, or are being made by the various plantation managers of the amount each plantation has or had on the first day of this month and these will be sent to the agents and by the agents to the shipping board so the next few days will accurately tell the amount that waits shipment.

Street reports heard yesterday afternoon said it was likely the Manoa was to be taken over by the government. There have been reports she will be used to transport registrants from the other Islands to Oahu when the draft is called. If she is, or is to be taken by the government for this or any other purpose it will mean a cutting down of sugar space between 10,000 and 15,000 tons a month. Already her being taken as a rescue ship has lost one trip of her valuable cargo space.

## Steps For Forming New Company Are Already Taken

### Work of Determining Value of H. Hackfeld & Company's Assets and Business Being Conducted By Experts

Without wait or delay plans are going ahead for the formation of the new company which is to purchase and take over all of the properties and the going business of H. Hackfeld & Company. Preliminaries have had to start within the Hackfeld Company but those preliminaries are already under way.

Auditors and accountants are now working on the Hackfeld books for the first thing necessary is to determine the actual value of the business so that the capitalization of the new company may be decided upon.

The impression prevails in some quarters that the main assets of H. Hackfeld & Company consist chiefly of stocks of plantation companies and of the agencies for those companies. It is true that such holdings and such agencies are important but there are other large and important assets. There is much realty which belongs to the company and the mercantile end has been enormous. Indeed, there are those who say that the company which is to be formed could abandon the sugar agency end of the business and still develop a successful and prosperous business. There is no likelihood of such a course being pursued, however.

There is much expert work necessary before anything can be done toward the organization of the proposed new concern. Determination of book values is not all that is necessary to properly inventory for appraisement the business of such a great concern and until that is done no other steps forward can be taken. That work, however, is making good progress and the new company may be an existing fact sooner than has been thought possible.

FOR A LAME BACK. When you have pains or lameness in the back bathe the parts with Chamberlain's Pain Balm twice a day, massaging with the palm of the hand for five minutes at each application. Then dampen a piece of flannel slightly with this liniment and bind it on over the seat of pain. For sale by all dealers. Benson, Smith & Co., Ltd., agents for Hawaii.—Adv.

## April Crop Figures Will Not Make Material Increases

### Conditions Have Not Been Such As To Fulfill Hope That Second Estimate Would Be More Satisfactory Than Preliminary

Not all of the revised crop estimates of the various plantations have been received by the agencies so that it is not yet possible to give the present estimate of the total sugar output of the Islands, but sufficient figures have been received to make it clear that there will probably be no important increases over the preliminary estimates.

December's estimates for the coming crop indicated that it would be materially smaller than that of last year but it was made at a time when numbers of the plantations were just beginning to feel the break of a long drought. It was a conservative estimate and some managers were inclined to pessimism rather than optimism. The estimate was 570,000 tons as against 648,000 last year.

When those figures were given out it was said that it was possible that improved conditions later would result in some increase but the weather has not been such thus far as to bear out such hopes. In some sections the winter was abnormally wet and the temperature was below the normal so there was not the development of sucrose content that had been hoped. This will be shown in the revised estimates that are always made out in April and from which there is usually little variation at the end of the year. When these estimates are made public, if they are given out by the plantation agencies ad seriatim, which was not the case with the earlier estimates, some interesting figures will result. A comparison would be still more interesting for in instances where it was expected there would be decreases there have, in some cases, been some considerable increases while where increases were hoped for they have not generally appeared.

This crop has been a hard one to forecast and is so right up to now. With good growing summer weather the sucrose content, where it is now low, may show an increase and somewhat increase the revised estimate but it is doubtful if, all the way around, there will be any large increase over the figures that are now being compiled. April figures will not be likely to bring the 1918 estimate much if any above 575,000 tons if it reaches that figure. The total will likely have been compiled before the end of another week.

## HAWAII SUGAR IS NOT MOVING FAST

### C. P. Morse Thinks Amount Ready For Shipment Is 50,000 Tons Above Normal

While sugar continues to accumulate in plantation warehouses and on territorial piers, C. P. Morse, the local shipping board representative, expresses confidence the government will find a means to move it to the refineries on the mainland.

Seventy five thousand tons is his estimate of the amount of sugar ready for shipment, which he thinks is about 50,000 tons more than normal. Heretofore, he says, 25,000 tons or about three big steamer loads, was all that usually accumulated in the Islands before shipment.

The shipping board man believes that while the sugar congestion may continue for some time, all the Hawaii crop will be moved within the year. He explains that the eastern refinery needs are being supplied to some extent now by Cuban and Porto Rican sugars, and that up to October and November the need for the Hawaii crop may not be urgent enough as to cause the government to divert any more vessels to this service than are now in use.

His estimate of the amount of sugar in the Islands is not based on official reports, as those for April have not been received. The estimate of the shipping board man is about fifteen thousand tons larger than that of another shipping man, given a week ago.

## OAHU AND WAIAHOLE DIRECTORATES NAMED

Directors were elected and officers named at adjourned meetings of the Oahu Sugar Company and its subsidiary, the Waiahole Water Company which were held at the offices of Hackfeld & Company yesterday. The personnel are as follows:

Oahu Sugar Company—F. J. Lowrey, president; J. A. McCandless, first vice president; W. F. Dillingham, second vice president; Richard H. Trent, treasurer; J. F. C. Hagens, secretary; E. H. Wodehouse, F. C. Atherton, George Sherman, A. J. Campbell, directors.